

Honolulu Star-Bulletin

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EDITOR

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BUILDING A BIG NAVY.

Honolulu Suggested As a "Free Port"

Remarkable success of the "free port" plan in Hamburg, Hongkong, Copenhagen and other great shipping centers raises the question whether Honolulu might not with great profit adopt this idea.

The suggestion is not a new one, but it has never apparently been seriously treated. Nor has any serious study been made of the possibilities of a "free port." Few people, in fact, appear to know what the free port idea is, or how it could be applied in Honolulu.

In brief, a free port is an area especially reserved in a seaport city, naturally around the water-front within the limits of which foreign goods may be landed or stored without payment of customs duties. This special district is considered as a sort of foreign territory set apart from the local regulations. Trading and manufacturing establishments, can be operated therein. So long as goods are not imported from this special district into the country itself, they are exempt from duties.

Thus in Copenhagen, Hamburg, Singapore, etc. goods may be shipped from any part of the world into the special free port area and then reshipped elsewhere, without the necessity of paying burdensome duties.

What the free-port plan does is to make a popular and cheap shipping center for large districts. It makes the port a center from which goods may be shipped without an extra payment of customs duties. From a free-port district in Honolulu goods might be distributed widely through the South Seas and to either of the Pacific continents, or to Australia or the Philippines.

As stated above, the idea is not new here. It has been brought up vaguely from time to time. But American cities apparently are just beginning to distinguish the free-port idea from some new-fangled plan of state socialism, to which, of course, it has no the slightest resemblance. The first campaign for a free port in the United States was begun, the Star-Bulletin is informed, by New York, and the Merchants' Association of that city made a thorough investigation, which included sending experts abroad to study the success which European cities have experienced.

Boston and Baltimore have now taken the idea up. Frederick C. Howe, the U. S. commissioner of immigration, is cooperating with the cities. He advocates six free ports in the United States to test the practicality of the idea.

Los Angeles has recently offered an area of 144 acres for the establishment of such a shipping and warehouse center. The Panama Canal Zone was suggested by Neil Neilson of New South Wales as the ideal location for such a port district, but in the North west there is a well-defined sentiment that if only one free port is to be allotted to the Pacific—this is Howe's suggestion as a beginning—it should be Honolulu.

Capt. Robert Dollar, a practical businessman and one with experience in the free ports of the Orient, is quoted as favoring the idea. It is pointed out that if Honolulu and Manila were to establish free ports, the United States would be in a position to safeguard American commerce on the Pacific.

Because the plan has never been thoroughly investigated here is no reason why it should not be.

STOPPING RED CROSS SUPPLIES FOR GERMANY.

Much has been said and little done concerning the hold-up of Red Cross supplies for Germany and Austria contributed in the United States.

As a matter of fact, both sides are to blame for the delay and, in spite of the Teuton allegations, the hold-up does not seem due to British hostile sentiment. To facilitate these shipments of Red Cross supplies, the American Red Cross Society months ago prepared a list of articles that it would accept for shipment and presented it simultaneously through the state department to various belligerents.

Great Britain was the first to indorse the list, and a recent statement from the Red Cross society says that the British government agreed to pass every item in the list. Germany agreed to the list after some delay. But latest reports say that neither France nor Austria has indorsed the list. Some diplomatic tangle arose, and Great Britain then declined to give assurances on behalf of the Allies that the shipments would not be molested. Since the British cruisers control the channels of commerce, there is no use sending the shipments without guarantee of passage. Ex-President Taft, chairman of the central committee of the Red Cross, secured permits from the British ambassador at Washington for the only shipment that has gone to Germany this year.

Psychology has been a chief defense of Verdun, says a high French officer, who explains that constant repetition of the expression "They shall not pass" (Ils ne passeront pas) excluded any idea except that of resistance to the uttermost to enter the heads of the French soldiers. Still psychology has probably been on the side of the strongest battalions and the best strategists. Springfield Republican.

Secretary Daniels' five-year building program seems to be knocked into that cocked hat which Mr. Wilson once wished would be the fate of William Jennings Bryan. Democrats and Republicans alike are for a bigger navy without waiting for five years—the Republicans naturally being for a bigger navy and a bigger navy quicker, than the Democrats.

Recently the general board of the navy issued a statement, at the request of members of the house naval committee, showing that the United States is now well equipped in private and public plants to get at a number of heavy war-ships on short notice.

The report says the country is now equipped to begin building simultaneously within six months five dreadnaughts, five battle cruisers, nine scout cruisers, twenty-two destroyers and an unlimited number of submarines. If Congress should direct that private ship builders abandon all private work, it adds, a great increase in this capacity would be possible.

Also, if the government were willing to pay for the employment of three shifts of labor, the time of construction would be cut in half in all probability at an estimated increased cost of 40 per cent. The report points out, however, that the available supply of skilled labor, now undetermined, would control in large measure any attempt to speed up a great building program.

"The United States lost second position," the report adds, "because it did not build ships and provide personnel to meet the well known building program of the nation (Germany) now second in naval strength."

In no case in recent years has the issue between plutocracy and democracy been more sharply drawn than in the controversy over the Brandeis nomination. An effort has been made to smirch Mr. Brandeis' character as a lawyer, but it has become notorious that the real opposition to him is social, financial and political. He has offended powerful interests. He has alarmed wrong-doers well entrenched. He has befriended and defended the weak. He has proved that there may be progress in law, in industry and in commerce without injustice and without violence.—New York World.

It has become a popular saying that "Root would make the best President of all mentioned for the honor, but he cannot be elected." Who knows he could not be elected? The country is not in the habit of turning its stony side to the "best" man when it has a chance to vote for him, and Mr. Root's friends need make no excuses for the effort now under way to keep his abilities prominently in the public.—New York Herald.

A Russian writer, according to the Toronto Mail and Empire, asserts English and French newspapers can be read in public in Germany. Apparently the German censors favor more than German public opinion concerning the great war.—St. Paul Dispatch.

New York state's legislature has just passed a new auto law in an effort to end the criminal waste of life under the flying wheels. This law requires that owners shall be licensed as well as chauffeurs, and young boys and girls will not be allowed to drive.

Washington legislators are planning to prevent Japan's monopoly of the Pacific by allowing transports to carry freight. There would have been no danger of a Japan monopoly had not these same legislators passed the Seaman's Law.

Georgia is trying to get rid of the "colonels" who haven't any right to the military title. It would be quite a blow if this movement should extend up into Tennessee and involve "General" Jeff McCann.

That part of German officialdom which made a wry face when the last note was written to the United States might console itself with the thought that the Lusitania outrage hasn't been disavowed.

It is not unreasonable to presume Great Britain will be disappointed if we have not entirely removed the submarine menace.—St. Paul Dispatch.

Britannia may rule that part of the proverbial sea called the Atlantic, but Japan is doing much of the profitable business on the Pacific.

Sometimes we wonder how our public utilities ever got along without the advice of Mr. Forbes' commission.

It is getting so that being a bandit in northern Mexico may be classed among the hazardous occupations.

Isn't anyone going to mention W. J. B. as a Democratic possibility?

What the Republicans seem to need is a presidential White Hope.

How appropriate to pick out the Windy City for political conventions!

George W. Perkins is still the right-hand Bull Moose.

DECLARE WHARF NOT SAFE BERTH FOR STEAMERS

Inter-Island Company Claims Hilo Dock is Beset By Bad Currents

In the belief that waters in Hilo harbor adjacent to the new Kihuna wharf are dangerous to big ships, the American-Hawaiian Steamship Company and Matson Navigation Company have practically abandoned use of the structure.

Officials of both companies told the Star-Bulletin today that they are of the opinion that an undertow exists in the vicinity of the big wharf, and seek to prove their claims with two incidents when big American-Hawaiian freighters in calm weather were torn from their moorings and only saved from serious damage by prompt action of the crew.

Large Expenditure in Building.

The new wharf has cost so far approximately \$320,000. The wharf itself, the sheds upon it and the road that leads from it to the city are all complete. There remains to be installed conveyor machinery, but the fact that this is not yet in is a reason for disuse of the wharf, it was stated today.

The first unit of the wharf conveyor should be finished within six months, it is thought.

"Practical men tell us that the wharf is unsafe for use because of the treachery of its waters," said C. P. Morse, general freight agent of the American-Hawaiian Company today.

Incidents Cited As Proof.

"At two different times—once at night and once in the daytime—two of our vessels have been torn from their moorings when the sea was comparatively calm on the surface, and when there was no storm outside."

One of these vessels was the Virginian. Mr. Morse said, and the other, he thought, was the Ohia. The water had surged in suddenly without warning, seemingly from an undertow, and tossed the big vessels about like corks. Mr. Morse expressed the opinion that it would have been practically impossible to have held them with any kind of moorings.

"It may be when the breakwater is built out that this state of affairs will be bettered," says Mr. Morse, "but that of course remains to be seen. At present we prefer to play safe and keep away from the wharf altogether. Great Northern Forced Away."

"Last November when I came down on the Great Northern, the big liner put in alongside the wharf, but the young plank was skidding around over the wharf floor so violently that it was with extreme difficulty passengers were landed from the boat."

"I went up to the volcano," he continues, "and on coming back learned that the Great Northern had stayed there but half an hour and pulled out to the open harbor."

Officials at the Matson Navigation Company today stated that their offices in San Francisco do not believe the wharf is a safe place for landing passengers, and for that reason it has been abandoned for general use. Copies of reports by the harbor master at Hilo have been turned over to the Star-Bulletin and will be dealt with fully next week.

Forbes Says Wharf Safe.

Chairman Charles R. Forbes of the harbor board declared emphatically today that Kihuna wharf is a safer shipping port than is San Pedro or many other places on the mainland. He says that the present system of embarking and disembarking passengers in small boats is much more to be condemned.

"There may have been a time," Forbes declares, "when the wharf was dangerous, but this was before the breakwater was extended. Reports from our pilot, who is an able master and competent navigator, declare that the wharf is safe. They cover periods from October to the present time."

"Any attempt to discredit Kihuna bay wharf as a dangerous structure owing to individual or other reasons," says Forbes, "is, in my opinion, only for personal gain."

Refers Matter to People.

"Ask the people of Hilo, who have been watching the weather conditions in Hilo bay, and see what they think of the proposition. Ask the Hilo Board of Trade and the Hilo Railroad Company, whose masters have reported favorably."

"Kihuna bay wharf is safer and affords better shipping facilities than are to be found at San Pedro or many other points on the mainland, and I personally condemn as much more unsafe the disembarking of passengers in an open roadstead such as at Hilo. It is more dangerous to human life."

Forbes says that the public demands the use of Kihuna wharf, and is entitled to greater protection than is now afforded it in the transporting of passengers to and from the steamers in

'PRACTITIONER' PLEADS GUILTY AND PAYS FINE

One hundred dollars in gold and \$3 in silver was paid by Furusawa, a Japanese, in police court this morning for practicing medicine without a license.

Several Japanese friends of the defendant made up the amount in the court room immediately following Judge Monsarrat's decision.

When Furusawa was first arraigned this morning he pleaded not guilty but shortly changed the plea and was fined \$100 and costs.

"I guess he got cold feet," said the prosecutor, City Attorney Brown, "when he remembered that K. Tamashiro in a similar case Wednesday was fined \$200. I wish the case had gone to trial; all the evidence was against him."

Furusawa was arrested in Wahiawa May 19. Tamashiro was taken the day before. The latter appealed his case. Both arrests were made by Detective Harry T. Lake of the county attorney's department.

"I don't think Furusawa will practice any more without a license and I doubt if he can get one," says Mr. Brown. "The court's stringent action in these two cases will greatly discourage the practise."

It is pointed out that to get justice done in this case there were no spies or informers employed by the city attorney's office. Special Detective Harry Lake worked up the evidence by personal investigation and did a complete job of it.

VITAL STATISTICS

BORN.

RIGGS—At the Department Hospital, Fort Shafter, Honolulu, May 26, 1916, to Mr. and Mrs. William A. Riggs, of Palolo, near Tenth avenue, Kaimuki, a son.

KANEKALAU—In Honolulu May 26, 1916, to Mr. and Mrs. K. Kaneakalan, of Puuhale, Kalihi-kai, a son—William.

KATAHARA—In Honolulu, May 15, 1916, to Mr. and Mrs. Kanbe Katahara, of Ohua lane, Waikiki, a son—Sadami.

WONG—In Honolulu, April 18, 1916, to Mr. and Mrs. Wong Ki, of School, near Emma street, a daughter—Fou Tung.

MORITA—In Honolulu, April 14, 1916, to Mr. and Mrs. Takesaburo Morita, of 1905 Makiki street, a daughter—Shizue.

ATKINS—In Honolulu, May 13, 1916, to Mr. and Mrs. Frank Fitzgerald Atkins, of 3365 Mauna Loa avenue, Kaimuki, a daughter—Alice Adele.

DIED.

DOUGLAS—At the home of her mother, Brookfield, Amberley, Canterbury, New Zealand, May 2, 1916, from heart failure, Miss Edith Douglas, lately of Honolulu.

KAIWI—In Honolulu, May 26, 1916, David Kaiwi, of 516 Ward street, Keolu, married, handsman, a native of Hawaii, forty-three years old. Funeral tomorrow afternoon from Silva's undertaking parlors, Kuku, near Nuuanu street, under the auspices of Court Lunalilo No. 6600, Ancient Order of Foresters.

ROSALINO—In Honolulu, May 26, 1916, Alexander Rosalino, of this city, unmarried, a native of Italy, fifty years old.

KEALOHA—In the Leahi Home, Honolulu, May 25, 1916, Charles Kealo, of Queen street, unmarried, laborer, a native of Maui, thirty-eight years, seven months and ten days old.

open boats and in all sorts of inclement weather. This, he says, is a hazardous procedure.

"Give the traveling public and the tourist the accommodations and comforts they deserve," he says. "The facilities for passengers and freight are there whereby they can be loaded more expeditiously than by the use of lighters to and from vessels in an open roadstead."

"From a tourist standpoint, one of his greatest shocks is to be directed to disembark in the rain, or getting down into an uncovered boat, which, in my opinion, is often not seaworthy. This whole procedure should be condemned and I hope the civic bodies will aid the harbor commissioners and public utilities commission in their effort to use the Kihuna wharf. Matter vitally important."

"This," continues the harbor board chairman, "is a matter of vital importance to our own people as well as to tourists. If I am to be criticized for my attempt to afford the public a greater and better protection in traveling it must be because the public values its own lives less than I do."

Forbes says the harbor board as a whole is absolutely satisfied with the safety of Kihuna wharf, and will be glad to meet representatives of the doubting steamship companies and try to convince them of the same.

CHINESE WOMAN WHO DIES SAID TO BE OLDEST

Mrs. L. Chang Sam, said to be the oldest Chinese woman in the territory, and the mother of 12 great-grandchildren, died yesterday at her home in the Melnere tract, Alewa.

She was a widow, born in China 93 years ago and a resident of Hawaii for the past 40 years.

She is survived by one son, William Ah Ching, five grand-children and 12 great-grandchildren. Mrs. Chang Sam was one of the oldest members of St. Peter's church.

The funeral will be held from the Townsend undertaking parlors, 54 Chaplain lane, tomorrow at 3 o'clock. Services will be conducted by the Rev. Y. L. Kong of St. Peter's church. Emma street, and burial will be made in Makiki cemetery.

Personal Mention

CHAPLAIN LENEHAN, of the 4th Cavalry, U. S. A., returns early in August to his diocese in Philadelphia.

MISS JOAN McDONALD, sister of Mrs. A. B. Lindsay, left yesterday for Vancouver in the Makura to visit Seattle and other coast cities.

REV. FR. MAXIMIN ALFF, provincial of the Catholic Mission, who has been visiting the Molokai Settlement, returned to Honolulu today in the Mauna Kea.

BRIG-GEN. ROBERT K. EVANS, commanding the Hawaiian department, paid an official call this morning on Adj. Gen. Samuel I. Johnson and other officers at the headquarters of the National Guard.

James H. Van Buren, former sheriff of Rensselaer county, was struck and killed by a New York Central train at Castleton, N. Y.

GRAY PETITIONS FOR REOPENING OF BRIBERY CASE

Wahiawa Police Officer Says He Has Eleven New Witnesses to Testify

Jesse Gray, Wahiawa police officer who was discharged from the force after a hearing of charges of bribery against him, has filed a petition with the Civil Service Commission asking that the hearing be reopened, as he has new witnesses that he believes will alter its decision.

To his petition he has appended a list of the witnesses he will introduce at a new hearing and a resume of the testimony they will offer. There are eleven named in the list. Most of them will declare that Gray told them at various times early in the year that he was collecting evidence against chiefs games in operation in Wahiawa or that Chang Chau, who is alleged to be behind a conspiracy to get Gray dismissed from the force, told them he was going to "get Gray." One man, E. J. Gay, it is declared will testify that some time before the charges were filed against Gray, Chang Chau over-ruled him with the suggestion that if Gray was dismissed from the force, Gray should apply for the position as Chang Chau would make it worth \$200 or \$300 a month "on the side" for him.

The city attorney has a copy of the petition and will give an opinion to the commission on the legality of holding a new hearing some time early next week.

MARRIAGE LICENSES

Frank Hart American 24
Mary L. Simpson, American 18

George J. Alexander, British 23
Alice T. O'Donoghue, British 19

Wong Koon, Chinese 22
Au Ngun, Chinese 16

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